

M. S. "EL. ARGENTINO"
MIDSHIP SECTION.

SCALE 1/2" = 1 FOOT.

AS FITTED.

MOULDED DIMENSIONS :- 430'-0" B.P. x 64'-3" x 38'-2 1/2" TO UPPER DECK (LLOYDS) TO SHELTER DECK (OWNERS)
CLASS * 100 A1 LLOYDS.
LENGTH OVER CRUISER STERN } = 451'5 RULE LENGTH = .96 x 451'5 = 433'4.

FIRST LONGITUDINAL N° = L x D = 433.4 x 38'208 = 16560.
SECOND LONGITUDINAL N° = L x [B+D] = 433.4 x [64'25+38'208] = 44406.
PROPORTIONS 1/2 TO SHELTER DECK = 433.4 / 38'208 = 11.34
PROPORTIONS 1/2 TO BRIDGE DECK = 433.4 / 26'042 = 9.41.

d FORWARD HOLDS = 12'81
d MACHINERY SPACE = 17'21
d AFTER HOLDS = 6'71 12'-0" TWEEN DKS.

EQUIPMENT N° :-

SECOND LONGITUDINAL N°	=	44406.0
BRIDGE TWEEN DECK	249.66 x 7.83 x .75	= 1466.1
FORECASTLE	81.96 x 7.83 x .75	= 481.8
BRIDGE DECKHOUSE	149.33 x 7.75 x .5	= 578.7
BOAT DECKHOUSE	85.33 x 7.5 x .5	= 320.0
EQUIPMENT N°	=	47252.1

EQUIPMENT :-

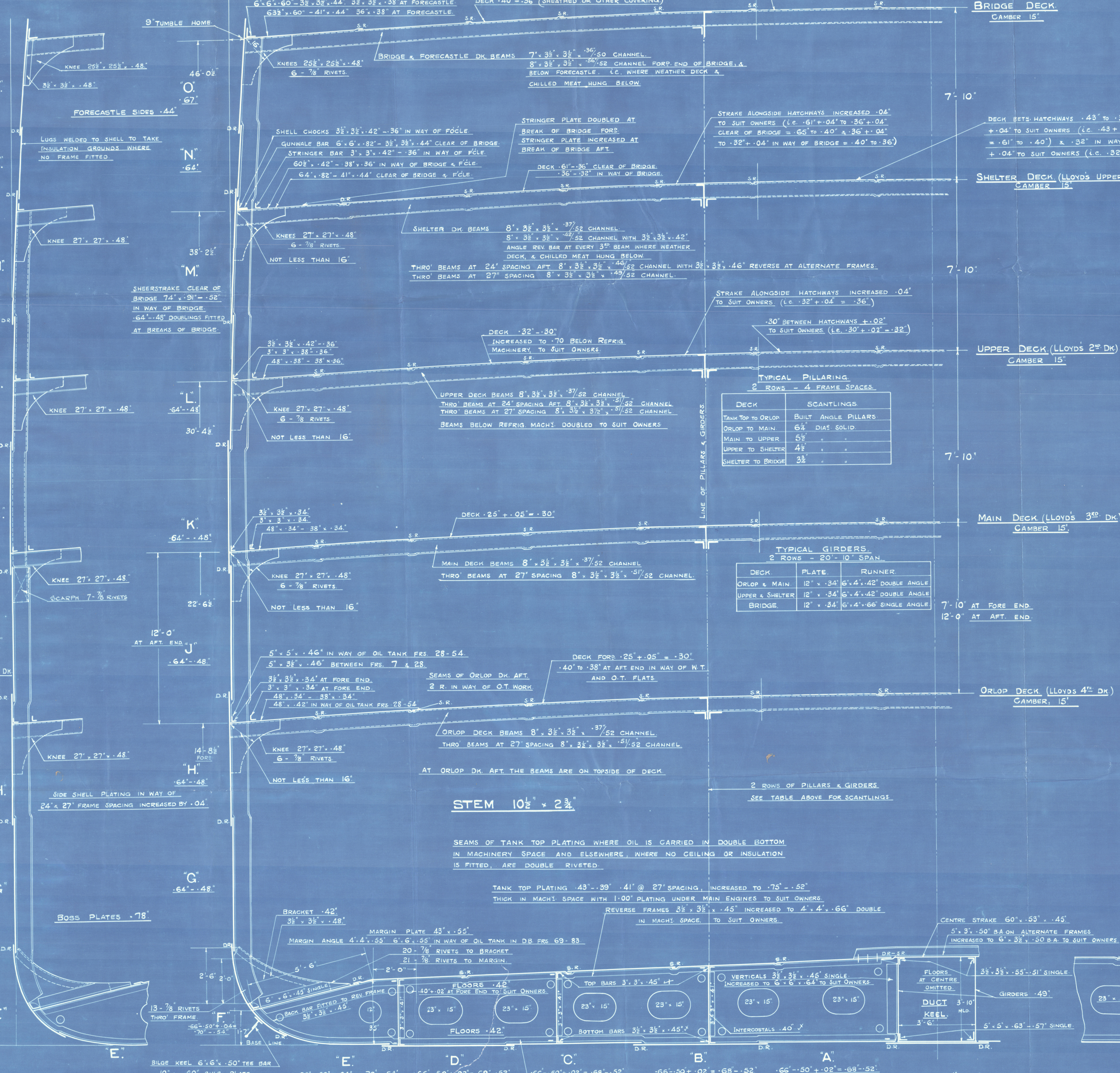
3 BOWER ANCHORS	77 1/2 CWTs. EACH STOCKLESS.
1 STREAM ANCHOR	23 1/2 " EX. STOCK.
300 FATHOMS	2 5/16 STUD CHAIN CABLE
120 "	5/8" STEEL WIRE (STREAM WIRE)
130 "	6" STEEL WIRE (TOWLINE)
2 @ 100 FATHOMS	2 1/2" STEEL WIRE (HANSERS)
2 @ 100 "	2 3/4" STEEL WIRE (WARPS)

EXTRA EQUIPMENT REQUIRED BY OWNERS :-

120 FATHOMS	5" GALVANISED STEEL WIRE HANSEK.
25 "	12" TOWLINE, WATER LAID MANILLA, SHACKLED,
	TO 20 FATHOMS 3" WIRE.
4 @ 120 FATHOMS	2 1/2" GALVANISED STEEL HANSERS.

SIDE FRAMING :-
FRAMES SPACED 28' APART AMIDSHIPS, 27' APART FORWARD OF 3/8 L & 24' APART IN PEAKS.
MAIN FRAMES :-
IN FORWARD HOLDS, 9 1/2' x 3 1/2' .52 BULB ANGLE TO MAIN & BRIDGE DECKS ALTERNATELY IN WAY OF BRIDGE DECK. 9 1/2' x 3 1/2' .52 BULB ANGLE TO MAIN & SHELTER DECKS ALTERNATELY, WHERE CLEAR OF BRIDGE & FORECASTLE DECKS. 9 1/2' x 3 1/2' .52 BULB ANGLE TO UPPER & SHELTER DECKS ALTERNATELY IN WAY OF FORECASTLE DK. REVERSE FRAMES OF 4 1/2' x 3' .40 ANGLE ON MAIN FRAMES TO HEIGHT OF ORLOP DK IN WAY OF STRENGTHENING FOR PAINTING IN MACHINERY SPACE; 10 1/2' x 3 1/2' .56 BULB ANGLE TO MAIN & BRIDGE DECKS ALTERNATELY.
IN AFTER HOLDS, 9 1/2' x 3 1/2' .52 BULB ANGLE TO MAIN & BRIDGE DECKS ALTERNATELY IN WAY OF BRIDGE DK. 9 1/2' x 3 1/2' .52 BULB ANGLE TO MAIN & SHELTER DKS ALTERNATELY CLEAR OF BRIDGE DK. IN FORE PEAK; 9 1/2' x 3 1/2' .50 BULB ANGLE TO FORECASTLE DK. IN AFT PEAK; 9 1/2' x 3 1/2' .50 BULB ANGLE TO SHELTER DK.
TOPSIDE FRAMES :-
CLEAR OF FORECASTLE DK; 8' x 3 1/2' x .38 BULB ANGLE ON ALTERNATE FRAMES SCARPHED TO MAIN FRAME BELOW MAIN DK. & CARRIED UP TO SHELTER DK IN WAY OF FORECASTLE DK; 8' x 3 1/2' x .38 BULB ANGLE SCARPHED TO MAIN FRAME BELOW UPPER DECK & SHELTER DKS ALTERNATELY, AND CARRIED UP TO FORECASTLE DK.
AT BRIDGE ENDS, FOUR FRAMES CARRIED UP TO BRIDGE DECK.

BRIDGE DECK SHEERSTRAKE AND SHELTER DECK. SHEERSTRAKE IN WELL HAVE BEEN INCREASED TO COMPENSATE FOR SIDELIGHTS IN THE EVENT OF THESE BEING CUT LATER.



BEAMS AT EVERY FRAME.

RIVETING - BUTTS.

FLAT PLATE KEEL	4 R OR EQUIVALENT.
" " IN WAY OF DUST KEEL	4 R SINGLE STRAPS.
" " DOUBLING	2 R
BOTTOM SHELL	4 R 3 R
SIDE SHELL	3 R
SHELTER DECK SHEERSTRAKE	2 R 4 R 3 R OR EQUIVALENT
BRIDGE DECK SHEERSTRAKE	4 R
FORECASTLE SIDES	3 R 4 R IN MACH. SPACE.
CENTRE GIRDER	3 R
DUST KEEL GIRDERS	3 R 2 R
TANK TOP CENTRE STRAKE	3 R 2 R
TANK TOP PLATING	2 R 1 R
TANK MARGIN	3 R
ORLOP DECK STRINGER	2 R
" PLATING	1 R 2 R IN WAY OF OIL TANKS
MAIN DECK STRINGER	2 R
" PLATING	2 R 1 R
SHELTER DECK STRINGER	4 R 3 R
" PLATING	3 R 2 R 1 R
BRIDGE DECK STRINGER	3 R
" PLATING	2 R 1 R
FORECASTLE DECK STRINGER	2 R
" PLATING	1 R

TYPICAL PILLARING.
2 ROWS - 4 FRAME SPACES.

DECK	SCANTLINGS
TANK TOP TO ORLOP	BUILT ANGLE PILLARS
ORLOP TO MAIN	6 1/2" DIAS SOLID
MAIN TO UPPER	5 1/2" " "
UPPER TO SHELTER	4 1/2" " "
SHELTER TO BRIDGE	3 1/2" " "

TYPICAL GIRDERS.
6 ROWS - 20' 10" SPAN

DECK	PLATE	RUNNER
ORLOP & MAIN	12' x 34' 6' 1/4' .42' DOUBLE ANGLE	
UPPER & SHELTER	12' x 34' 6' 1/4' .42' DOUBLE ANGLE	
BRIDGE	12' x 34' 6' 1/4' .60' SINGLE ANGLE	

THE WEIGHT OF THE CHILLED MEAT WHICH WILL BE SUSPENDED FROM THE BEAMS WILL ONLY EXCEED, WITHIN VERY NARROW LIMITS THAT REPRESENTED BY 120 CUB. FT. PER TON, & THE HEIGHT OF THE FROZEN MEAT STOWED ON THE DECK ABOVE WILL ONLY EXCEED WITHIN VERY NARROW LIMITS THAT REPRESENTED BY 100 CUB. FT. PER TON.

STEM 10 1/2' x 2 1/2'

SEAMS OF TANK TOP PLATING WHERE OIL IS CARRIED IN DOUBLE BOTTOM IN MACHINERY SPACE AND ELSEWHERE, WHERE NO CEILING OR INSULATION IS FITTED, ARE DOUBLE RIVETED.

TANK TOP PLATING 43' x 39' .41' @ 27' SPACING, INCREASED TO .75' .52" THICK IN MACH. SPACE WITH 1' 00" PLATING UNDER MAIN ENGINES TO SUIT OWNERS.

REVERSE FRAMES 2 1/2' x 3 1/2' x .45' INCREASED TO 4' x 4' .66" DOUBLE IN MACH. SPACE TO SUIT OWNERS.

FLOORS .42" TOP BARS 3' x 3' .45' L

FLOORS .42" BOTTOM BARS 3' x 3' .45' L

VERTICALS 3 1/2' x 3 1/2' .45' SINGLE INCREASED TO 5' x 5' .64" TO SUIT OWNERS.

INTERCOSTALS .40" L

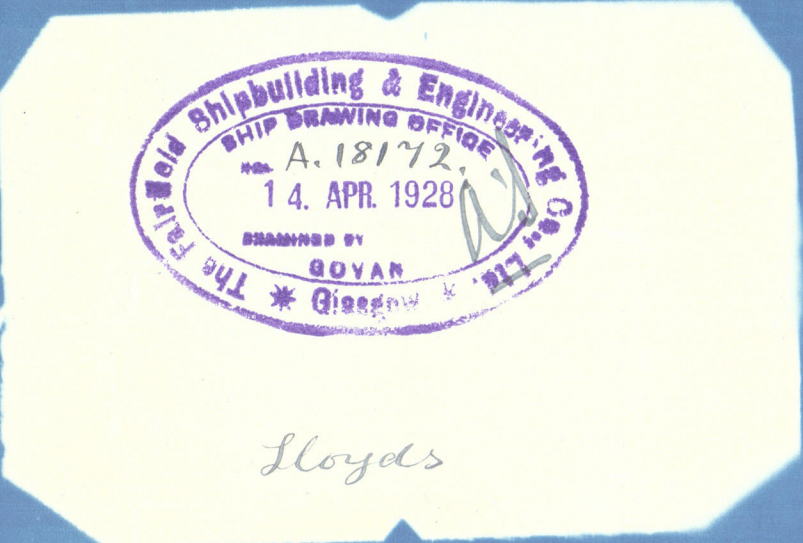
FLAT KEEL 3 1/2' x .89' .80' INCREASED TO .96' .82" TO SUIT OWNERS.

KEEL DOUBLING .64' x .42" TO SUIT OWNERS.

STRAKES 'A' 'B' & 'C' ARE MAINTAINED .70" THICK TO STATUTORY POSITION OF COLLISION BULKHEAD.

FLOORS & GIRDERS IN MACHINERY SPACE & UNDER PILLARS HAVE BEARING FIT ON SHELL & TANK TOP.

SECTION IN WAY OF C8 GIRDER & FLOORS. (CLEAR OF DUCT KEEL.)



Midship Section
M.V. "El Argentino"

Vessel as built-

"El Argentino"

GLASGOW REPORT No. 47850.

Reb. Vessel to
"Dunster Grange"

Glas. Rpt. No. 47850.

RETAIN

W1173-0227



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